

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA-HAG-220
Name: Prospect St. over Antietam St.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>A</u> <u>B</u> <u>C</u> <u>D</u> Considerations: <u>A</u> <u>B</u> <u>C</u> <u>D</u> <u>E</u> <u>F</u> <u>G</u> <u>None</u>	
Comments: _____	
Reviewer, OPS: <u>Anne E. Bruder</u> Date: <u>3 April 2001</u>	
Reviewer, NR Program: <u>Peter E. Kurtze</u> Date: <u>3 April 2001</u>	

Griff

✓

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number WA-HAG-220

Name and SHA No. Prospect Street over Antietam Street/WH31 (WH3110)

Location:

Street/Road Name and Number: Prospect Street

City/Town: Hagerstown Vicinity

County: Washington

Ownership: State County x Municipal Other

This bridge projects over: Road Railway Water x Land

Is the bridge located within a designated district: x yes no

x NR listed district NR determined eligible district

x locally designated other

Name of District South Prospect Street Historic District

Bridge Type:

Timber Bridge

Beam Bridge Truss-Covered Trestle

Timber-and-Concrete

Stone Arch

Metal Truss

Movable Bridge

Swing

Bascule Single Leaf Bascule Multiple Leaf

Vertical Lift Retractable Pontoon

x Metal Girder

x Rolled Girder Rolled Girder Concrete Encased

Plate Girder Plate Girder Concrete Encased

Metal Suspension

☐ Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name _____

Description:

Describe Setting: WH 31 (WH 3110) carries South Prospect Street over Antietam Street in Hagerstown, Washington County, Maryland. South Prospect Street runs north-south; Antietam Street runs east-west. The bridge is located in a residential neighborhood of Hagerstown. There are mid to late 19th century, and early 20th century domestic structures in view from the bridge. There are also two Gothic style stone churches on the street, one immediately adjacent to the bridge, built in 1872. The bridge is locally referred to as the Prospect Street Dry Bridge, because it projects over land.

Describe Superstructure and Substructure: WH 31 (WH 3110) is a single span composite steel beam bridge with a concrete deck and stone masonry and concrete parapet wall with ornamental metal railing. There is also ornamental railing, in character with that on the deck, along both approaches. Bituminous overlay was used as the wearing surface on the deck and the roadway. There are brick pedestrian walkways, the same width as the sidewalks, on both sides of the deck.

The northern abutment is stone masonry with a concrete collar and concrete wing wall. The southern abutment and wing wall are stone masonry down to visible natural bedrock. The northwest elevation has a flight of concrete steps with ornamental metal railing, leading from street level on South Prospect Street down to street level on Antietam Street. These stairs are built into the natural bedrock and use the stone masonry abutment as support. They also abut a 19th century brick and stone domestic structure.

Discuss Major Alterations: The original structure at this crossing was a single cell stone arch bridge built in 1836. This structure was replaced around 1900 with a single span steel stringer bridge. In 1957 major rehabilitation work was done. The floor system was replaced and a concrete deck was installed. In 1975 more rehab work was undertaken in order to strengthen the floor system and beams. At no time during any of these rehab episodes were any major alterations made to the abutments.

By the late 1980's WH 31 (WH 3110) was in need of major strengthening on the outer section of the deck. The city of Hagerstown erected jersey barriers in the winter of 1989/1990 to narrow the bridge width to one lane (in the center of the bridge) and decrease the weight of the live load. This was to be a temporary solution to make the bridge safe to travel, until repairs could be made. In 1994 the floor system was rehabed to stabilize the outer edges of the structure. This entailed

replacing some of the steel beams, adding support beams, and replacing the entire deck. The City of Hagerstown carried out this work with all local funding, but they were careful to make the new deck as sympathetic to the South Prospect Street Historic District as possible. The ornamental railing which was originally on the deck, was reused on the approaches. The low parapet wall utilized stone that was similar to the stone used in the abutments and in the construction of the Gothic church immediately adjacent to the bridge. The decorative corner posts of the parapet are similar in design to those used on the stone wall around the church yard. Finally, the only modifications made to the abutments at this time was to repoint some of the masonry.

History:

When Built:estimated 1900

Why Built:to replace an earlier single cell stone arch structure

Who Built:

Why Altered:to improve the safety of the structure

Was this bridge built as part of an organized bridge building campaign:no

Surveyor Analysis:

This bridge may have NR significance for association with:

☐ **A Events** ☐ **B Person**

☒ **C Engineering/Architectural**

Was this bridge constructed in response to significant events in Maryland or local history:While WH 31 (WH 3110) is an integral part of the neighborhood, it was not constructed in response to specific events in state or local history.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area:Construction of the original single cell stone arch bridge did have a significant impact of the growth and development of the city of Hagerstown. However, by the turn of the 20th century, when WH 31 (WH 3110) was built, the neighborhood had almost fully developed.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district:WH 31 (WH 3110) is located in the South Prospect Street National Register Historic District. This district was listed on the National Register in October of 1979. While there have been many alterations to the superstructure of the bridge, they have been sympathetic to the district, and in no way detract from it. The stone masonry abutments and wing walls, and the natural bedrock utilized as foundation may in fact be considered a contributing element to the historic district. They are integral elements to the structure of the neighborhood, and have been modified only slightly, if at all.

Is the bridge a significant example of its type: Yes, the bridge is a significant example of its type. It is a "dry bridge", meaning it projects over land, a unique construction design. Also, for abutments and foundations the builder has utilized the naturally occurring bedrock.

Does the bridge retain integrity of the important elements described in the Context Addendum: Rolled I-beams are considered a primary character defining element. These beams have been repaired or partially replaced on several occasions since the bridge's construction. The floor system and deck, both secondary character defining elements, have been extensively modified, most recently in 1994. The stone masonry and concrete parapet, considered a primary character defining element (as a primary design co-objective), were installed in 1994. The metal railing, now utilized on the approaches, was originally applied ornamentation on the bridge deck. Even though it is no longer in its original location, it is still being used as part of the superstructure of WH 31 (WH 3110).

The stone masonry and concrete abutments and wing walls are considered primary character defining elements. These have been changed very little since their original construction in 1836. Even the installation of the steel beam bridge around the turn of the century did little to change the abutments. Other than repointing the masonry, and the addition of the low concrete wing wall/retaining wall at the base of one of the abutments, the abutments and wing walls are virtually unchanged.

Taking into consideration the extensive alterations made to the superstructure, even though they were done in a sympathetic fashion, this portion of WH 31 (WH 3110) does not retain its integrity in terms of the Context Addendum. However, the substructure does appear to retain its integrity, because of the lack of major modifications and the fact that it is a unique structural support system, integral to the entire neighborhood.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why: Although the manufacturer, designer and/or engineer are unknown, this bridge is still a significant example of the work of that particular individual.

Should this bridge be given further study before significance analysis is made and why: Yes, further study is warranted in order to determine the role that this structure plays to the historic district as a whole, and possibly to determine the designer/engineer.

Bibliography:

City of Hagerstown

v.d. Bridge Inspection Files.

Greiner, Inc.

1995 Historic Bridge Inventory Form.

Maryland Historical Trust

1979 Maryland Inventory of Historic Places.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland : Historic Bridge Context.

United States Geological Survey

1953 7.5' Hagerstown Quadrangle, photorevised 1985.

Washington County

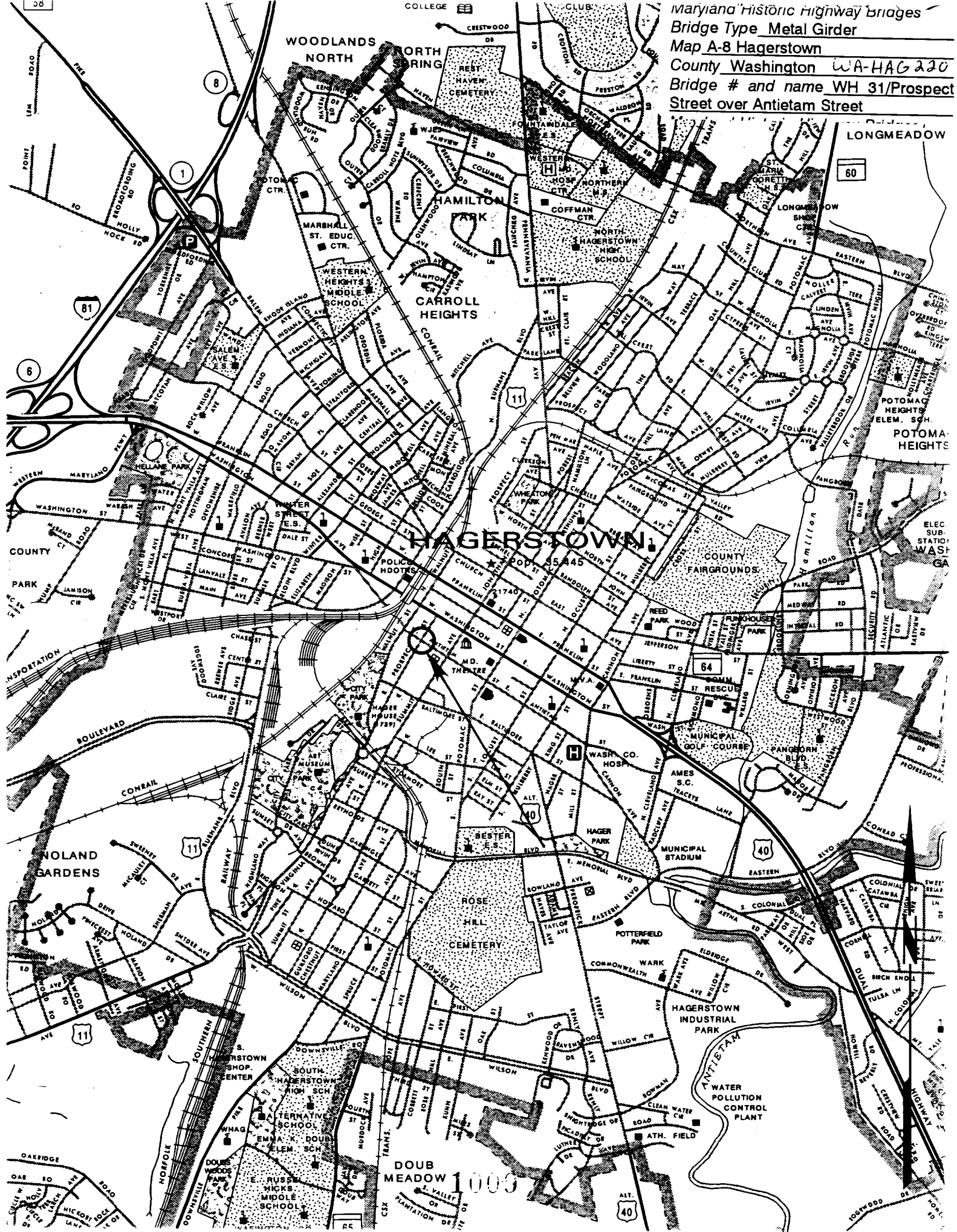
v.d. Bridge Inspection Files.

Surveyor:

Name: Stephanie L. Bandy **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022



Maryland Historic Highway bridges
Bridge Type Metal Girder
Map A-8 Hagerstown
County Washington WA-HAG 220
Bridge # and name WH 31/Prospect
Street over Antietam Street

HAGERSTOWN

DOUB MEADOW 1000



WA-HAG-220

ANTIETAM STREET (WH 31)

WASHINGTON 10, MD

CHARLES ZIEGLER

2/23/95

S. H. A

SOUTH EAST ELEVATION

1 OF 5



WH-HAG-220
ANTIETAM STREET (WH 31)
WASHINGTON CO., MD

CHARLES ZILGEL

2/23/95

S. H. A.

NORTHWEST ELEVATION

2 OF 5



WA-HAG-220

ANTIETAM STREET (WH31)

WASHINGTON CO., MD.

CHARLES EIGLER

2/23/95

S. H. A.

NORTHEAST APPROACH

3 OF 5



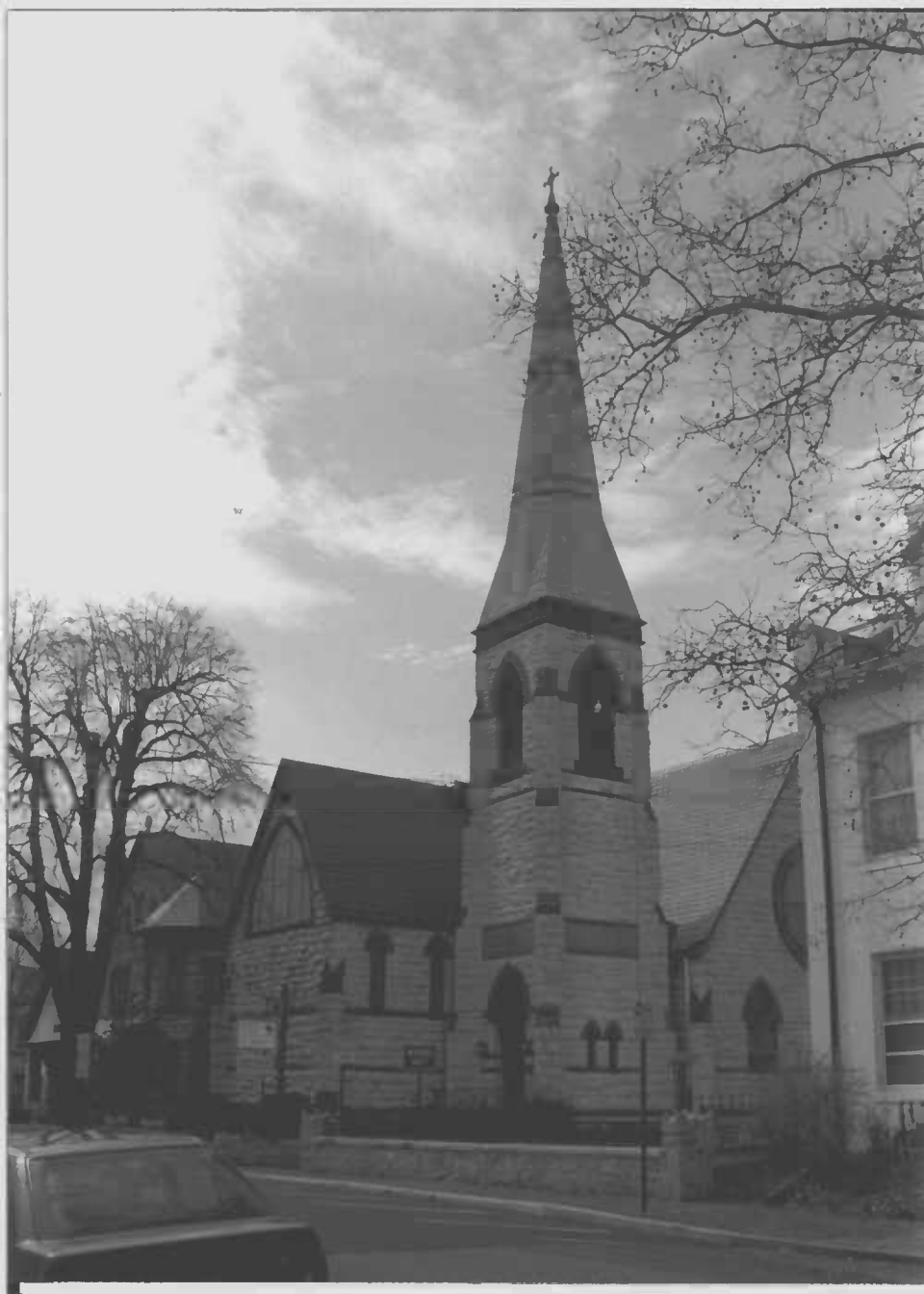
WA-HAG-220
ANTIETAM STREET (WH31)
WASHINGTON D.C., D.C.
CHARLES ZIEGLER

2/23/45

S. H. A.

SOUTHWEST APPROACH

4 OF 5



WA-HAG-220

ANTIETAM STREET (NH 31)

WASHINGTON CO., MD.

CHARLES ZIEGLER

2/23/95

S. H. A.

CHURCH WEST CORNER

4 OF 5